

Message Text

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ACTION EB-08

INFO OCT-01 EUR-12 ISO-00 CAB-02 CIAE-00 COME-00 DODE-00

DOTE-00 INR-07 NSAE-00 CIEP-00 FAA-00 L-03 IO-13 /046 W

-----260923 053537 /12

R 260049Z FEB 77

FM AMEMBASSY OTTAWA

TO SECSTATE WASHDC 2596

INFO AMCONSUL MONTREAL

ALL OTHER CANADIAN CONSULS BY POUCH

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MONTREAL FOR US REP ICAO

EO 11652 N/A

TAGS EAIR, CA

SUBJ: US-CANADIAN AIRWORTHINESS AGREEMENT

REF STATE 040077

1. BEING SUMMARY. FAA TEAM HAD SUCCESSFUL MEETING WITH CANADIAN COUNTERPARTS AND TENSE SITUATION APPEARS TO HAVE EASED. END SUMMARY.

2. FAA TEAM LED BY RICHARD SKULLY (DIRECTOR, FLIGHT STANDARDS SERVICE) HAD HARMONIOUS AND PRODUCTIVE MEETING FEB 24 WITH MCLEISH (ADMINISTRATOR, CANADIAN AIR TRANSPORTATION AMDINISTRATION, MOT) AND SEVERAL SENIOR MOT AIRWORTHINESS POLICY OFFICIALS. CANADIANS MADE POINT THAT THEIR PROCEDURES FOR TYPE VALIDATION INSPECTIONS WERE INTENDED FOR WORLD-WIDE APPLICABILITY AND THUS HAD TO BE WRITTEN IN A NON-DISCRIMINATORY MANNER. HOWEVER, THEY ADMITTED THAT, EVEN THOUGH IT WAS A US-BUILT DC-8 WHICH SPARKED THEIR CONCERNS AFTER THE 1970 CRASH AND THEY HAD SENT INSPECTION

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TEAMS TO US PLANTS MAKING 727'S AND L-1011'S FOR CANADIAN REGISTRY (AS WELL AS TO SMALLER UNDERTAKINGS), AS A GENERAL PRINCIPLE THEY HAD FEW PROBLEMS WITH AIR-CRAFT OF US MANUFACTURE AND CERTAINLY NOT WITH FAA'S AIRWORTHINESS STANDARDS. CANADIANS ALSO SHOWED AWARENESS OF COSTS INCURRED BY MANUFACTURERS (BRIEFINGS, FLIGHT TIME, ETC.) IN RECEIVING TEAMS FOR LENGTHY AD

HOC VISITS AT LATE STAGE IN PRODUCTION PROCESS.

3. US TEAM SUGGESTED SITUATION MIGHT BE EASED FOR THE FUTURE IF NOT SENT OFFICIALS TO FREQUENTLY SCHEDULED FAA SEMINARS ON NEXT GENERATION CONCEPTS AND EQUIPMENT AS WELL AS BY SENDING TEAMS TO PLANTS AT EARLY STAGES OF AIRCRAFT DEVELOPMENT WHEN THEY COULD BE INVOLVED AT SAME TIME AS FAA PEOPLE. ON PRELIMINARY BASIS, CANADIANS REACTED FAVORABLY TO THIS SUGGESTION AND FAA TEAM UNDERTOOK ARRANGE INVITATIONS AS APPROPRIATE AND FEASIBLE.

4. TCO HAS NOT YET HAD OPPORTUNITY DISCUSS OUTCOME OF MEETING WITH MCLEISH PERSONALLY. HOWEVER, ON FEB. 25 PIERRE ARPIN (DIRECTOR GENERAL, CIVIL AERONAUTICS, MOT, WHO DIRECTLY SUPERVISES AIRWORTHINESS GROUP) INDICATED HE PERSONALLY WAS GENERALLY SATISFIED WITH OUTCOME. HOWEVER, HE POINTED OUT THAT ALTHOUGH IDEA OF EARLY INVOLVMENT WITH US MANUFACTURERS IS ATTRACTIVE, MUCH WILL DEPEND ON AVAILABILITY OF MANPOWER TO ACCEPT INVITATIONS. HIS AIRWORTHINESS PERSONNEL RESOURCES ARE LIMITED AND THUS IT MAY NOT ALWAYS BE POSSIBLE ASSIGN PEOPLE TO EARLY STAGE FAMILIARIZATION EFFORTS WHEN NO CANADIAN BUYER FOR A PROSPECTIVE AIRCRAFT TYPE CAN YET BE FORESEEN.

5. COMMENT: AS A PRACTICAL MATTER, THE TYPE VALIDATION INSPECTION QUESTION IS LIKELY TO BE MOST ACUTE IN PERIODS WHEN CANADIAN AIR CARRIERS ARE ACTIVELY IN LIMITED OFFICIAL USE

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MARKET FOR NEW AIRCRAFT. TCO'S RECENT DISCUSSIONS WITH EXECUTIVES OF AIR CANADA AND OTHER CARRIERS SUGGEST THAT, GIVEN THE POOR FINANCIAL SITUATION, FEW PURCHASES OF NEW EQUIPMENT--AND ESPECIALLY OF NEW AIRCRAFT TYPES--SHOULD BE ANTICIPATED IN NEXT FEW YEARS. ENDERS

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Decaption Date: 01-Jan-1960 12:00:00 am
Decaption Note:
Disposition Action: RELEASED
Disposition Approved on Date:
Disposition Case Number: n/a
Disposition Comment: 25 YEAR REVIEW
Disposition Date: 22 May 2009
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